

FLOWER - POWER

MAGAZINE OF THE INTERNATIONAL
TRIUMPH MAYFLOWER
CLUB



'FLOWER-POWER' No.15. MAY 1978. Magazine of The Triumph Mayflower Club
(Affiliated to 'Club Triumph')
THE COMMITTEE

Chairman.....Roy B.Bussell, 'Pinnocks', New Road, Tadley, Basingstoke,
& Magazine Editor. Hants.

Hon.Sec.....Robin R.Bussell, 405A Wandsworth Road, London SW8.

Vice Chairman....Terry Mills, 33 Woodside Road, Kingswood, Bristol.

Hon.Rally Sec....Reg K.Varney, 32 Mackie Road, Filton, Bristol.

Hon.Spares Sec)

Hon Treasurer) Peter Burdge, Weeping Ash Farm, Yatton, Somerset.

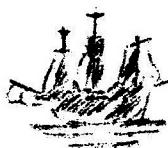
Hon Archivist)

C'tee Member No.1 Malcolm Bath, 1 Royston Av., Chingford, London E4.

C'tee Member No.2 Frank Lane, 18 Grosvenor Terrace, Wantage, Oxon.

WHEN WRITING TO ANY OF THE ABOVE PLEASE PROVIDE AN S.A.E.

Magazine printed and despatched by J.R.Baker of Stourbridge.



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NOTES ON THE PROCEEDINGS AT THE EXTRAORDINARY GENERAL MEETING, THE BELL INN, BRISTOL. March 23rd. 1978. Terry Mills (Vice Chairman,) in the Chair..

As detailed in Flower-Power No. I⁴, the EGM was called mainly to elect officers to the posts of Chairman, Hon Sec and Treasurer and to appoint a Spares Secretary, following the resignation of the previous incumbents for reasons outlined in a note circulated at the beginning of the meeting.

Election of Officers

Roy Bussell was elected to the position of Chairman and Robin Bussell to that of Hon. Secretary. (Please note, Chairman's initials are R.B. and Hon Sec's are R.R.). Peter Burdge was coerced into taking on the job of treasurer and also staying on as Spares Secretary.

There were (sadly) no other nominations for the posts of Chairman, Hon Sec or Treasurer; both Frank Lane and Rhys Jenkins were interested in taking on the Spares Sec. post but after some discussion it was decided that Peter should carry on, at least until the next AGM (ie Oct-Nov).

Overseas Members Subscription Rate

It was decided that the subscription rate for overseas members should be £5 per annum (this should ensure that Newsletters reach them relatively promptly).

Honorary Membership

The meeting agreed that Honorary Membership should be offered to Eileen Mills (past Hon Sec), Derek Goodyear (past Chairman), Ted Berry (past Treasurer) and Phil Hall (past Hon Sec), as recognition of their services to the Club. (To date Eileen and Phil have accepted, but Ted and Derek have declined).

Statement of Accounts

As at 19.3.78 No.1 a/c £215.27 No.2 a/c (Cyl. Head monies) £452.50 (Ed's note..members will appreciate that there is considerable money tied up in new spares, something like £1000 worth at Peter's prices).

Following the main business of the meeting, there were two main topics of conversation:-

1/ The cylinder head remanufacturing scheme. Peter Burdge confirmed that this had now been abandoned, but he was investigating alternatives. Robin Bussell undertook to write to members who had ordered heads.

2/ Appointment of Auditors. Peter Burdge agreed to look into the feasibility of appointing professional auditors.

Eventually, after filling up with tea and sandwiches, the meeting broke up. Chairman and Hon Sec wrapped themselves in plastic bags (provided by Eileen) before clambering into Hon Sec's TR2 for the drive home (it was raining, even with the hood up!).

RRB

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Engine-less 'Flower for sale. Roy Tovey, of 'Greenacres', Perrinpit Road, Frampton Cotterell, Bristol, offers a Mayflower complete except for engine and gearbox for a notional £10 (needless to say, buyer collects!)

EVEREST INSURANCE SERVICES Ltd.

Through an oversight the enquiry slip which should have accompanied Flower-Power No. I⁴ was not included. I hope we can arrange for it to reach you with this issue, but if not drop them a line giving the usual sort of details and mentioning the Club. Address is P.O.Box 22, Worthing, West Sussex, BN11 2ED.

Ed's Piece (or should it be Chairman's letter?)

Firstly my apologies for leaving members in suspense after the emergency issue of Flower-Power calling the Extraordinary General Meeting, you must be wondering whether you still have a Club. To cut a long story short the answer is 'yes, you do'. Much to my surprise I find myself your Chairman. I am, it goes without saying, somewhat chuffed to be elected to this high office but regret the circumstances which brought about this reshuffle. We have searched our hearts very hard to come to a decision as to whether we should publish a note of the events leading up to this situation. One was circulated to those who attended the EGM but I have decided to let sleeping dogs lie. All I will say, in case there is any misunderstanding, is that the three gentlemen who resigned their various posts as officers of the Club did so on a matter of principle in that they did not agree with the rest of the Committee on a matter concerning alleged misuse of the Club's name by an Officer of the Club. The matter was discussed in Committee and the Officer's explanation accepted on a vote. Thus, as I see it, the processes of democracy were given full rein, people made their own decisions and acted accordingly in all honour. As far as I am concerned the matter is now closed.

At the EGM, on a motion moved by the Committee (what was left of it), a unanimous vote was recorded to the effect that the three resigning officers together with Eileen Mills be invited to accept Honorary Membership of the Club. I am pleased to be able to say that both our past Hon Secs, Eileen and Phil, have accepted. Sadly Derek (past Chairman) and Ted (past Treasurer) have declined and are thus no longer members of the club which they helped to found (Derek of course being the initial moving force).

Peter Burdge has been a tower of strength during this difficult time by taking on, at least until the AGM, the jobs of both Treasurer and Spares Sec., as well as his original job of Archivist. I do not know what we would have done without him. Robin, as I predicted, is lumbered with the post of Hon Sec and comments that it would be nice to have a little time now and then to devote to sleep. Peter must feel much the same. Frank Lane we are pleased to welcome to the Committee as an Ordinary Member to fill the gap left by Robin on his elevation to the peerage.

Mention must be made of the fact that both Frank Lane and Rhys Jenkins were prepared to have a go at Spares Sec but would have had some difficulty with storage space. I am sure we are all grateful to them for offering.

Well I dont know that you can expect any startling changes from the new management team, or not straight away anyhow. I just hope for starters that we can keep the old Club ticking over. You have in the following pages evidence of Peter's efforts in the Spares Section. Robin is trying to keep his head above water answering enquiries and dealing with subs. so that he has little spare thinking time for new ideas. I have been suffering a mental block, not even being able to sort out what I am going to put in Flower-Power. Reg of course is in the thick of organising the Annual Rally.

Putting on my Editor's hat I must thank our contributor I.C.Rust for his article, of which Part I appears in this issue. Hiding behind this nom-de-plume is our old friend Rhys Jenkins, to whom I am most grateful.

Now for the real bit of news...ROBIN HAS BOUGHT ANOTHER MAYFLOWER !!! It now graces our drive and I am told to feel free to work on it as he doesn't see much chance of doing so himself for a long time to come. We now therefore feel that we do not hold our jobs on the Committee under false pretences, and look forward in the future to actually arriving at some of the Club do's in a 'Flower instead of a pair of TRs (although we've still got them of course). 'Pinky' (PNK 266) is a '53 car only

some 400 odd from the end of the production run. As it has been standing out for the last 3 years the paint is a bit tired and she is unhappy in many of the usual places. Still, she goes and everything more or less works. It may be a very long time before she reaches concours standard, if ever in our ownership, but we will do our best to get her presentable and serviceable as soon as we can.

One last item I must not forget and that is to thank Mr. Watson of Notting ham for his kind offer to take on the job of printing and despatching Flower-Power. In the event Mr. J.R.Baker of Stourbridge took on the job at the EGM, to whom we are also indebted.

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SUBSCRIPTIONS

Have you renewed your membership? If not, please do so forthwith (we need the money!). Anyway if you dont you wont receive the next issue of this valuable magazine. Rate for UK members £3, rate for overseas members fixed at the EGM at \$4.50, which is as near as dammit £5. It would be helpful if as far as possible overseas members could send their cheques or whatever in Sterling, ie good English pounds (we still like them even if no-one else does). Send subs to the Hon Sec, Robin Bussell, at 405A, Wandsworth Road, London SW8. The higher rate for overseas members is to cover the higher cost of postage of the mag., which we hope to send air-mail in future as we gather that some members have been receiving it many weeks late by surface mail.

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Secondhand Spares

We have always been conscious of the fact that the Club has never been in a position to offer much in the way of secondhand spares. There are essentially two reasons for this, storage space and time. From time to time u/s 'Flowers' are offered to the Club, or we come to hear of them going very cheaply, but are unable to do anything other than advertise them because we have no-where to keep them and no time to dismantle them. Another problem is of course that of transporting them. Although trailers can be hired they cost money! Anybody any ideas? It has occurred to us that it might be possible to interest someone in the commercial world, eg a breaker, but with the small numbers involved it is doubtful if there is enough money in it to make it worth their while to offer a special service to us, and anyway there is no mark-up going to Club funds then. Probably what would be ideal is someone in the Club who has the space to accept a couple of cars, remove the smaller items carefully and then chop the things up into assemblies such as front suspensions, rear suspensions and back axles, engine, gearbox, doors complete etc. and then dispose of the shell that remains as few are likely to need that. Then it would be a matter of catalogueing, receiving orders and despatching etc. although there would be some merit in purchasers being asked to collect the larger items.

Any offers? Obviously the Club would meet out of pocket expenses.

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Spares Trailer

It has been suggested that Spares Sec would find life made a little more convenient if the Club owned a small trailer in which spares could be packed for display and sale at meets and rallies, and for collecting spares and so on. If anyone has one which can be made serviceable to donate to the Club, or which is for sale cheap (and I mean cheap) or knows of one get in touch with Peter Burdge at Weeping Ash Farm, Yatton, Somerset.

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I953 'Flower for sale. 2 owners, 61000 miles, silver grey, red interior, All said to be in fair condition but needs respray. Mechanically sound but needs minor work for MOT (eg washers) . M.E.Phillips, 'Waters Edge' 90 Common Lane, New Haw, Weybridge Surrey, Tel Wey.47718.

Robin's Nest (which, for the time being, is where you will find the Hon Sec's contribution)

Well, I've finally got to the point where I darent put off putting pen to paper any longer, for fear of being chastened by our revered editor-and chairman- who is coincidentally my father (its probably as well for the Club that the Bussells are'nt a large family). (That's my boy, Ed.)

My couple of months as Hon Sec have been fairly full, what with figuring out how the files work (my thanks to Phil Hall, and Eileen Mills before him, for keeping things so well organised), despeately trying to keep up with the flow of mail, and even accassionally trying to sleep (time now approaching 1am.)

Its good to see the subscriptions for the current year flowing in; keep them coming and remember if you can to include an S.A.E. It i/ keeps costs down and ii/ makes my life easier! Remember that cheques should be made out to "The Triumph Mayflower Club", and that subs. should be sent to me. UK membership now costs £3.00 per annum for single, family or associate member, while because of higher postal costs the overseas rate is now £5.00. Peter Burdge, our new Treasurer is asking overseas members where possible to try and send cheques made out in Sterling amounts (for spares also), since it can cost quite a lot to convert other currencies into 'pounds' at this end.

I'm frankly amazed at the flow of new membership enquiries- another half dozen or so of which are awaiting my attention. I take this opportunity of welcoming the following new members to the Club:

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I'm hoping to try to expand and 'personalise' the membership card index file that forms the nerve-centre of the Club administration, in particular I'd like to be able to put faces and cars to the names I keep seeing and writing to. Any photographs people cared to send me of themselves and/or their cars would be a most welcome as a means of achieving this. (If in B&W we might be able to publish some from time to time in Flower-Power, Ed.)

Finally, an appeal for all of you with cunning technical Mayflower innovations or tales of Mayflower successes or failures to write them down for future issues of Flower-Power so we can all bebefit from them. Remember Flower-Power is your newsletter and needs your news and views.

Hope to see hundreds of you at Dodington on June 11th--keep the letters/photos/unsolicited gifts coming! If anyone in the London area is interested in getting together one evening, let me know. Robin.

Rally Secs. Notice Board

First of all, an update of dates for your diary:-

- May 28th. Austin A30/A35 Club Rally, Banbury. Details from S.Gilks,
9 Lake Lock Drive, Stanley, Wakefield, Yorks.
- May 28th. Enfield Pageant of Motoring. Details from C.Glazebrook,
19 Perowne Way, Puckeridge, Herts.
- June 11th. Mayflower Club National Rally, Dodington House (just off
the M4 at junction 18). Details from Reg.K.Varney, 32
Mackie Road, Filton, Bristol. This is a 'must' for Club
members. Dont worry if your 'Flower is not up to concours
standard, we want to meet YOU.
- June 25th. Historic and Classic Car Club, Bristol..Ashton Court.
- July 9th. Triumph Razor Edge Owners Club Rally, Cotswold Wildlife
Park, Burford, Oxon, Details from M.Bath, 1 Royston Av.,
Chingford, London E.4.
- Aug. 12/13th. Yeovil Festival of Motoring. Details from K.McGee,
38 Kenmore Drive, Yeovil, Somerset.
- Aug. 26th. Eastbourne Historic Vehicle Club..Festival of Transport.
Details from Ian Dean, 4a Church Road, Polegate, E.Sussex.
- Sept. 17th Standard-Triumph International Rally No.3, Royston Park,
Oxon. Details from Colin Eastwood, 41 Hillside, Lichfield,
Staffs. This also is a must for all interested in the
marque Triumph and we hope for a good turnout from the Club.
- OMISSION..Aug. 6th. Bromley Rally. Details from K.Kenway, 83 Tweedy Rd.,
Bromley, BRI IDA

MAYFLOWER CLUB NATIONAL RALLY....JUNE 11th...DODINGTON HOUSE

This year we return again to Dodington House, which I am sure most
members will remember with affection. Hopefully we will have a drier
and warmer day than usual. There will be all the usual classes, eg
Mayflower, Others Post 1940, and pre 1940, together with Longest
Distance, Driving Test etc. Peter Burdge expects to display a selection
of spares for sale and Frank Lane will be mounting a Bring & Buy stall.
This year we actually have a SPONSOR, namely Valspar the paint people
who are making a contribution to the funds and will be providing some
of the prizes.

Dont forget that there will be all the attractions offered by Dodington
House itself which means that there is plenty to keep the youngsters
happy as well as the oldsters.

WHO WILL WIN THE CHAIRMAN'S CUP THIS YEAR (Presented by Phil Hall for
the Chairman to give each year to the member who he considers has done
most for the Club during the past year).

Entry fee to cover all events £1.50. There will also be a charge to
members on entering the grounds but we usually manage to obtain a
slight reduction if you make it known that you are attending the rally,
details when you apply to Reg.K.Varney, Hon.Rally Secretary, 32 Mackie Rd.,
Filton Bristol.

DONT DELAY...WRITE NOW FOR YOUR ENTRY FORM.

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TALE OF A FLOWER

by

I. C. RUST

At the end of the winter of 1976/77; the Flower was beginning to show the effects of old age and too much salt on the roads, so I decided to lay it up and give the bodywork some attention (little did I know what I was getting into).

The first job was to remove the offside rear wheel, and examine the inner wheel arch. Armed with a wire brush, a blunt screwdriver, and a small hammer, I proceeded to chip away what at first sight appeared to be a small area of rusty metal. Imagine my horror when large chunks of flaked rust started coming away from the body leaving tiny pinholes right through to the interior trim. So inside and remove the rear cushion and squab also the arm rest, and trim off the wheel arch. The paint looked good, no rust on the inside, but by exerting firm pressure with my thumb I actually pushed a hole through the side of the wheel arch.

Outside and under the wheel arch again, more chipping with the hammer, and then I discovered that the lower part of the wheel arch is welded to the box section of the chassis as it curves over the rear axle.

By the time I had finished chipping I had a hole in the side of the chassis about six inches long; fortunately the metal to rear of spring hammer was sound.

It was obvious by now that pop rivets and fibre glass were not going to put this job right. It was at this point that I had to take a serious look at the rest of the bodywork and underframe; both of the sills were showing signs of rot at front and rear, the front nearside headlamp and part of the wing surround also showed the same symptoms.

The question now was whether to carry on and do what, by now, was a major operation on the old girl, or albeit reluctantly break her up for spares. After a good many years in the motor industry I had the knowhow but I had not got the necessary equipment. I knew that a neighbouring farmer friend had, but could be prepared to let me use it for the considerable number of hours I knew it was going to take?

In the event fate took a hand. Just before the start of the haymaking season he was taken ill. This only left his wife and one employee to cope with it all, so, being a friend, I naturally went round evenings and weekends to help out.

When all was safely gathered in, he offered to pay me for the hours I had worked. It was then that I put it to him that what I needed more than money was the use of oxy/acetylene welding equipment.

I explained to him the predicament I was in, and the amount of welding that would need to be done. Not only did he agree to this proposal, but he also offered me the use of his workshop, which contains amongst other things a full size pit which would enable me to really get to work on the difficult welding underneath the body. (a friend indeed).

With an offer like this under my belt, I think at this stage I must have become light headed, for I then made the decision that if I was going to do a good job underneath, it was no good doing half a job on top.

About that time the Club spares department had a limited number of new front bumpers and hub caps in stock, also the rubber surround for the rear side windows. Other items such as quarter light rubbers and overriders which I needed were not available. Anyhow the bumper and hub caps were purchased, also the window rubbers.

In the meanwhile I had removed the rear side windows and chrome surrounds from front doors having decided to get all the chrome replated. I hadn't realised until then they are made of brass. Dismantling the rear side windows is fairly straightforward if you proceed with care. Firstly remove all countersunk screws, next, very slowly with the aid of a screwdriver inserted in the angle joint, prise off the chrome strip on the end of the square glass. Next the two long strips top and bottom, now very carefully remove the glass.

To remove the quarter light from its frame, slacken off the domed nut at the bottom, then remove the large cheese headed screw which forms the top hinge (access to this is through a hole in the top of the chrome strip). When removing the quarter light rubber try and slide the chrome off the rubber. If it shows a tendency to drag, ease it out very carefully with a screwdriver inserted between the bottom of the rubber and the chrome strip.

Re-assemble in reverse order; it helps when refitting the quarter light rubber if you smear it with glycerine.

The following list of trouble spots I encountered whilst rebuilding my Flower are, I suspect, present to a greater or lesser degree in most of them by now, unless they have been very well maintained.

Apart from the inner rear wheel arch and chassis which I mentioned earlier, the trailing edge of the rear wings were also in need of attention, especially underneath.

Sills, front and rear on both sides were rotten, so I managed to obtain a pair of new ones. As the jacking points form part of the original sills, I checked to see how firm they were and they practically fell off. When I felt the weight of them I decided not to refit them, bearing in mind the Ma flower is almost a ton dry weight.

In order to do the welding required underneath, I found it expedient to unclip the wiring harness and brake pipe, which run the length of the offside chassis member. This seemingly simple job led to another discovery. The wiring harness being made up of the old fabric covered wire began to disintegrate, years of mud and water had simply rotted the fabric. Just by rubbing it with my fingers it was possible to get right down to bare wire.

To save expense of a new wiring harness I measured the distance from the section where it joins the main harness under the bonnet, back to the boot and across the rear lamps.

Down at the local scrapyard I found that the rear wiring section from a Ford Cortina could be adapted to fit. My method was as follows:-

Cut the rear harness about three inches from the join in the main one, under the offside of the bonnet, remove the old wire back to the boot (including the section between the rear lamps), remove the offside pad under the side window. This will give access to the interior lamp and trafficator arm wires. My object now was to dispense with as much wire hanging underneath as possible.

I started by threading the new wire through the grommett in the floor of the boot, from the inside, thence along the chassis to the section I had cut in the front harness. As the colours of the new wire were different from the old one. I wrote the colours on an old fag packet (plenty of them in the garage by this time).

Next I laid the wire across the inside of the boot in the recess between the petrol tank and rear body panel. After allowing for connecting to rear lamps I found there was some excess wire to lose. This enabled me to cut the wire and fit a junction box inside the boot; also it made it easier to make the connections to the petrol tank turn to penultimate para

NUTS AND BOLTS BOX

Members are reminded that all vehicle registration is now done by the DVLC system based on Swansea and that in a relatively short time it will be assumed that any car not taxed in the last 3 years or so has been broken up and its record documents will be destroyed. Under these circumstances if you do not get that old bus onto the Swansea computer you may well lose its historic registration number and be issued with a new one. So dont delay, take or send that well thumbed logbook to the nearest DVLC office or to Swansea and ask for a new registration document. You can ask for the old logbook to be returned, and it does not matter if you do not actually wish to tax the vehicle for the road at this time.

Frank Lane's Bring and Buy at the National Rally June IIth.

Not much response yet to Frank's request for junk (sorry, saleable goods) for the above stall to swell Club funds. Anything will do except clothing which is prohibited by the management of Dodington House. Preferably items with a motoring flavour like books, bits and pieces, but anything else that somebody may wish to buy is welcome. Take or send to Frank Lane at 7 Grosvenor Terrace, Wantage, Oxon, or bring with you to the Rally. You must have something you dont need that someone else would covet!

PLEASE NOTE that the article by I.C.Rust was typed for the mag. by Malcolm Bath's Mum....dear lady I am forever in your debt, Ed. Regarding items of some length for Flower-Power, if you want to submit one and have a typewriter do it straight onto a Gestetner stencil. If you can scrounge one, well and good, if not write to Ed and he will send you some. It doesn't matter that the typeface may be different.

READING/BASINGSTOKE/NEWBURY area members. If you feel like an occasional (or even regular) get together in a local pub one evening get in touch with ChairEd, Roy Bussell, 'Pinnocks', New Road, Tadley, Basingstoke, Hants, Telephone Tadley 4643. Probably better if you write and include an SAE so that if we get enough (say half a dozen) I can select a pub and date and let you know. If you know a good pub (ie genuine old, not too busy, real ale at sensible prices) tell me that too. If this is a success we could try a different pub in a different locale each time. A Friday evening is probably as good as any as it may inveigle Robin to come home for the weekend (as long as its not the 3rd Friday in the Month as that is the regular night for the Kennet Valley Group of the TR Register).

TALE OF A FLOWER by I.C.Rust.

and interior lamp etc., the wires to which I threaded through from the inside of the boot. The holes left in the floor were then blanked off with grommets obtained from Halfords. N.B.All wiring connections were made with barrel connectors. Not insulation tape! END OF PT.I to be continued..

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Chairman's Tailpiece.

Another issue of 'Flower-Power' and what a lot has happened since the last one. Your Committee has met once since the EGM although it did not look very different, familiar faces wearing new hats mainly, and I detected a keen-ness of the new hats to make an impact and build on the sterling foundations of earlier officers and members. Hopefully our endeavours will be successful but they will all come to nought without support from the membership at large. So come to Club rallies, fly the flag at non-Club functions and contribute to 'Flower-Power'. Let's make this a friendly club and not just a source of spare parts. Hope to see you at Dodington on June IIth.

Roy Bussell.